



The Potter Yachter

Newsletter of the Longest Lasting West Wight Potter Club in the World

Oct/Nov/Dec 2019

Report: Cruiser Challenge XX

by Dana Suverkrop



Photo: Don Person

Russell Hungridge (left) and Russell Swartz show what they can do with *Burgundy Splash*, a P-19, on Monterey Bay.

The Cruiser Challenge was launched as planned on August 2-4, and once again turned out to be another qualified success on all fronts. After a slow start, the registrations for the Cruiser Challenge XX started coming in, and by the end of July the list of all the usual suspects were entered, assuring a good turnout and an excellent outcome for this event.

Monterey is one of the few places the Potter Yachters go to where they can experience open ocean sailing and a range of weather conditions and challenges. (See CC XX continued on page 4)

Ship's Stores for sale. Order from Kevin Crowder:

Show your colors! Fly an official Club Burgee on your next sail!

- Burgees \$25.00
- Bumper stickers \$ 2.50 (just shows the burgee; no text)
- Patches \$ 2.50 (Both round and burgee shaped)
- Info Packets \$20.00 (Primarily P-15 information)

Or head over to the CafePress website and buy a Cap, Stein, or T-Shirt with the club logo on it.

Visit: <http://www.cafepress.com/potteryachters>

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The Commodore's Corner

By Eric Zilbert

Bye-Bye 2019

Well, we've come to the end of another year of Pottering and I say to all: Well done, well done, indeed! Yes, we have had a stellar year on the water encompassing an impressive array of the lakes, bays, rivers and estuaries of our state, not to mention the broad Pacific Ocean. From the sources of the San Joaquin River at Huntington Lake, high in the Sierras, to its confluence with the Sacramento in the Delta, down, through, over and out the San Francisco Bay, and across the blue Pacific off Monterey, we did it all. We did it well, and as documented in our newsletters, we looked pretty good doing it. This issue of the newsletter is a perfect example of the scope and quality of our efforts. Its 24 pages are crammed with stories, pictures, and even poetry! This is literature! Think of that! Literature. Taken as a whole, the 7 issues produced this year showcased eighteen or so club events plus assorted miscellaneous additional outing/incident reports. I personally spent more than 25 days on the water in various club events, and I am certain that without the club and the efforts of the members who volunteer to coordinate these sails, I would have sailed a lot less. Thanks to everyone that led a trip, contributed to the newsletter, or just pitched in to help someone launch or retrieve their boat. I am looking forward to our next meet up on December 8th for a presentation by Robert and Jeanne Crawford on their trip to Hawaii aboard the Cal 20 "Black Feathers." We will have a short business meeting before the presentation. Also, in preparation for our meeting on January 26th, forward to me any names you might care to nominate for officers, and any comments about the past year's sails that might inform the production of a proposed Sailing Calendar for 2020. Here we go again!

Fair Winds! -Eric — 



From the Editor: *Happy Thanksgiving!*

I'd like to take a moment to thank all of the year's contributors for their part in producing our newsletters during the sailing season. As the editor, I truly appreciate getting the news items, announcements, and after-action reports sent in by members. (It sure beats writing them myself!)

To all my Yachter friends and contributors over the past year: THANK YOU!

Wishing you a wonderful holiday season and a Happy New Year! -*The Editor* — 

Club Events on the Horizon

[See the Online Calendar](#)

Dec 8 (Sun)	Presentation at OYC: <i>Black Feathers</i> in TransPac <i>Meet at 10am in the Regatta Room to nominate Potter Yachters officers for 2020; after that, Robert and Jeanne of the Cal20 <u>Black Feathers</u> will make a presentation</i>	(Robert)
Jan 26 (Sun)	Annual Meeting at OYC <i>Brunch @ 9am, then 10am-1pm meeting in Regatta Room; optional nautical gift exchange afterwards. Call OYC if you want to overnight at their dock</i>	(Eric Z)

Lake Hennessey a poem by Joan Savarese

We set off quite early for Hennessey Lake,
With hope that this wasn't a drastic mistake.
The weather gal said it was bound to be hot.
But if we ain't got courage, heck! What have we got?

The ride up through Napa was vine-y and green.
We drove with high spirits, enjoying the scene.
Drove into some fog, dense, chilly and wet,
And thought, "Maybe this is the weather we'll get."

The sun reappeared. We came round the last hill.
There before us was Hennessey, glass-smooth and still.
A tucked away treasure, a jewel of a lake,
With this kind of beauty, who cares if we bake?

Was Labor Day weekend, but nary a crowd,
No picnicking, swimming, or big boats allowed.
We tried not to notice the air growing hot.
Rich was there as our trailers pulled into the lot.

Rich helped us get ready, to get us afloat,
We noticed he hadn't brought his own boat.
When things were more settled, Rich wished us "Good Luck!"

And drove fast away in his air-conditioned truck.
The morning passed slowly, sometimes with a breeze,
At lunchtime we docked, ate our lunch under trees.
By now we were sweating, the sun was real hot,
But if we ain't got courage, heck, what have we got?

Some families were fishing. The closer we looked
The more it seemed fish that they caught were pre-cooked.
The afternoon promised to get even hotter.
But heat never drove off a true Potter Yachter.

Back sailing, it took us a while to realize
We'd no longer be Potters, we'd be Potter fries.
Decided t'was wise not to gamble with luck,
Hauled boats out of water, jumped into that truck.

The lesson we'd add to that old Potter Primer:
When sailing in ovens, you must set a timer.
You might scramble your brains if you get them too hot,
If you ain't got brains, heck, what have you got? — 

Officer's Club

Commodore:

Eric Zilbert
Commodore@potter-yachters.org
P-19, #629, Riptide

Vice Commodore:

Rob Sampson
Vice-Commodore@potter-yachters.org
P-15, #367, Espero

Newsletter Editor:

Phil Marcellis
Newsletter@potter-yachters.org
P-19, #1487, Family Time

P-15 Fleet Captain:

David Bacon
P15-fleet@potter-yachters.org
P-15, #2636, Ah Tiller the Fun

P-19 Fleet Captain:

Carl Sundholm
P19-fleet@potter-yachters.org
P-19, Dagmar

Webmaster:

Phil Marcellis
Webmaster@potter-yachters.org

Secretary/Treasurer:

Kevin Crowder
Treasurer@potter-yachters.org
ComPac19, Aurora

Website: www.potter-yachters.org
Facebook: fb.me/PotterYachters

(CC XX continued from page 1)

The venue always offers an abundance of slips in the marina, a comfortable yacht club with a friendly and experienced staff and a variety of restaurants and motels in the local vicinity. After getting settled in, it makes a very good fit.

As a top tourist destination in the country, the Peninsula has been bringing in visitors in ever increasing numbers to attend many world class and international events throughout the year. The recent production and airing of the miniseries “Little Big Lies” has bolstered an influx of curious visitors looking to see if the pictures on the television are as beautiful as the views of Monterey and the Central Coast. To the sailor who attended this weekend, the challenge was not only the racing, but the extra effort required of him to get here to participate. Once he did arrive, he would be richly rewarded by the experience and all those questions, concerns and what if’s, quickly vanished.

We were treated to some of the best sailing weather seen in recent years. The winds were good, but not overwhelming. The seas were relatively flat. The temperatures were typical Monterey conditions – sixties during the day and fifties during the night. As is often the case, the gloomy, foggy clouds blanketed the sky, but were high enough not to affect visibility.



Photo: Don Person

Bruce McDevitt sailing *Fungi* (P-15) past a sea lion barking ‘King of the Rock!’



Photo: George Corrigan

Goose motors *ReGale* into Monterey Harbor

A group of us arrived before the event on Thursday in Monterey, namely to beat the crowds and to find parking. Arriving at night or before 9 a.m. was a decided advantage – open vehicle/trailer spaces were plentiful. I counted about eight open spaces in the area that we had reserved for “block” parking in the past. Some of the early arrivals were: David and Sharon Soule, Don Person, Guy Light and me. On Friday, some of the Monterey arrivals sailed up north along the coast to meet the sailors headed down from Moss Landing. On the way, we witnessed plenty of seabirds, seals and even saw a whale or two. According to my GPS, I had gone almost 6 miles and had yet to see the Moss Landing contingent, so I tacked and headed back to port.

The other group of “Intrepid Sailors” started arriving in Moss Landing on Thursday afternoon and spent the night on their boats at the Elkhorn Yacht Club. All were planning to depart at 10 am and sail and arrive in Monterey that afternoon. This group included Bud Kerner and Gerry Nolan (P-19), *Cat’s Meow*; Jim Hunt and Alan Roberts (Santana 2023c), *Blue Moon*; David White (P-19), *Wee Boat*; Dave and Francesca Kautz (O’Day 192), *Trailer Trash*; ‘Goose’ Gossman on his

modified (P-18/19), *ReGale*; Mike Higgins and his wooden 14' Cat Boat, *Jean Alden*; Dick Herman aboard *Banjo* and Kevin Crowder and Mark Miller (ComPac 19), *Aurora*. Bud's boat, *Cat's Meow*, started taking on water before departure and left him with no other choice than to scrub the sail. They then reloaded the boat back onto the trailer and drove on to Monterey. As expected, the sail to Monterey was uneventful. That evening, as planned, we gathered at our favorite British restaurant, the London Bridge Pub, to enjoy a leisurely dinner of pub food and beer, catching up and hearing the latest gossip. After that, the group split up and most of us went back to our boats, retiring for the evening.

The morning of August 3, arrived with the sailors freshening up, brewing a cup of coffee or partaking in light conversation on their boats. By 8 am, the group moved over to the Monterey Yacht Club, and while Dylan Jones, Club Manager, was preparing coffee, Kevin Crowder, our new treasurer and I started setting up the table to register the participants. Eventually, everyone registered and individual waivers were signed.



The skipper's meeting followed at 9 am. Mike Swartz and I explained the basic rules of racing, course layout, starting times and starting sequence. We enlisted Mike and his Cal 27, *Breezin'* to be used as the committee boat. Aboard were Bud Kerner, Gerry Nolan, Dave Bacon and Mike who took on the race committee duties.



The racing event called for an upwind-downwind race (double sausage) from the "G" buoy up to the 1-mile buoy and back and around a second time. The last race, if conditions were tolerable, would be a single trip around the Mile Buoy and back through between the CB and the G buoy. By 11:50 a.m. the first race began with the "C" fleet (small boats) crossing the starting line. Ten minutes later the medium and large boats would start. Horn signals and hard start times were used exclusively for both races. It was previously decided not to use any flags which might add confusion to the racing signals.

The race got under way, and the winning strategy was to go across and head towards the shore on the Peninsula and then tack up

towards the Mile Buoy. (Race results are shown below.) Sailing conditions were very competitive, concerning the weather and seas, with wind speed between 10 to 15 mph.

After the last race, and the final boat having passed the finish line, a couple stragglers stayed out until they, too, finally came back in. After tying up their boats, people started heading over to the Yacht Club to order a

beverage, relax and join in conversation with fellow sailors. Awards/Raffle was set for 5:30 pm with dinner to follow at 6 pm. As planned, trophies were given to the first 3 finishers in each boat class. The “Salty Dog” award was not presented due to the fact the six sailors and one power boater all cruised the same distance; how could one choose? Ron Dietel from Pasadena had left early before the awards dinner and was not around to accept the “Axel Grease” award (longest distance traveled). I will hold it for him and present it when he returns, next year.

MPYC

Following the awards and raffle, the Monterey Peninsula Classic Buffett was served which included grilled chicken breast and Santa Maria tri-tip. Thank you to Dylan Jones and his staff who prepared the meals and provided bar services.

MARINA

Thank you to CAPT. Brian Nelson, Harbormaster and his staff at the Monterey Marina who were able to work their magic taking care of our many needs, arranging accommodations for the long weekend.

SPONSORS

We have to thank our sponsors, who came out to support this event in a very big way. My experience with speaking to some of the CEO’s and leaders of these companies was especially enjoyable and made me feel very proud to be a part of this community.

RACE RESULTS

“A” Class (Large Boats)

1 st	Jens Kemmerer	Santana 22	<i>Krash</i>
2 nd	Dave Soule	Balboa 21	<i>Nighthawk</i>
3 rd	Jim Hunt	Santana 2023c	<i>Blue Moon</i>

“B” Class (Medium Boats)

1 st	Dave Kautz	O’Day 192	<i>Trailer Trash</i>
2 nd	Eric Zilbert	P-19	<i>Riptide</i>
3 rd	Russell Swartz	P-19	<i>Burgundy Splash</i>
4 th	Kevin Crowder	ComPac 19	<i>Aurora</i>
5 th	Dana Suverkrop	Montgomery 17	<i>Shiksa</i>
6 th	George Corrigan	P-19	<i>Kim Yvonne</i>
7 th	Ron Dietel	Precision 165	<i>She-said-no</i>
8 th	Guy Light	Montgomery 16cat	<i>Green Light</i>
9 th	Robert Sampson	Vagabond 17	<i>Vagabond</i>
10 th	Pat Brennan	ComPac Legacy	<i>Latis</i>
DNF	David White	P-19	<i>Wee Boat</i>
DNF	Goose Gossman	P-18/19	<i>ReGale</i>

“C” Class (Small Boats)

1 st	Bruce McDevitt	P-15	<i>Fungi</i>
2 nd	Mike Higgins	14’ Catboat	<i>Jean Alden</i>
3 rd	Don Person	P-15	<i>Sarah Anne</i>

“Moss Landing to Monterey” Medals went to the Skippers of:
Blue Moon, Wee Boat, Trailer Trash, ReGale, Jean Alden, Aurora and Banjo.

<u>Boat Makers</u>	<u>CEO</u>
<i>ComPac Yachts</i>	Gerry Hutchins

<u>Sail Makers</u>	<u>CEO</u>
<i>Ullman Sails</i>	David Hodges
<i>Elliott-Pattison</i>	Harry Pattison

<u>Magazines</u>	<u>CEO</u>
<i>Good Old Boat</i>	Karla Sandress
<i>Small Craft Advisor</i>	Josh Colvin

<u>Marine Products</u>	<u>CEO</u>
<i>Duck Works</i>	Josh Colvin
<i>Wave Front Marine</i>	Pete Crawford
<i>Rudder Craft</i>	Jason Mayfield
<i>West Marine</i>	Laura Berry

Following the dinner, sailors and guests started heading back to their boats to relax or continue with conversations. For this skipper, this day had been a culmination of a lot of behind the scenes work and coordination; maybe that’s why this position is called “Coordinator”. Now, as we say, this event is in the record

book, I must finally thank those who provided advice and support during this entire process. Phil Marcelis was instrumental in sharing with me his detailed files from the last Cruiser Challenge to help structure this event. His creative computer skills and personal involvement were much appreciated. I also give credit to Eric Zilbert for his assistance and recommendations with some tough decisions we made. Thank you, Michael Swartz, for your great assistance with the racing portion of the event and for the use of the committee boat. Thank you to Kevin Crowder, our newly assigned treasurer, for expertly handling the registrations and payments. I also give thanks to the CB volunteers – Bud Kerner, Dave Bacon, Michael Swartz and Gerry Nolan helping to score the race. And finally, I want to thank all of you who came out to race or to join the festivities and support the Potter Yachters. Your presence was greatly appreciated! So until next year, we will see you on the water. — 



First Place – Large Boats



Second Place – Large Boats



First Place – Medium Boats



Second Place – Medium Boats

Photos this page: George Corrigan



First Place – Small Boats



Second Place – Small Boats



Third Place – Medium Boats

Photos: George Corrigan



Third Place – Small Boats



The Cruise to Cruiser Challenge Skippers & Crew



Aurora & Riptide



Alan Koepf

Upcoming: Sunday, January 26, 2020 - Breakfast and Meeting
Annual Club Meeting at Oakland Yacht Club



The Potter Yachters' Annual Meeting is set for January 26th from around 10am until 1pm in the Regatta Room of the Oakland Yacht Club. As usual, the club offers a tasty breakfast starting at around 9am. (The breakfast menu can sometimes be found with [directions to the club](#) on their website: www.oaklandyachtclub.net)

Any member who joined within the last year is specifically invited to attend this meeting. Sometimes we get a little caught up in sailing off in different directions and don't get to meet new members at the monthly sails. The annual meeting is the perfect opportunity to introduce yourself, meet like-minded sailors, and let the rest of us enjoy your company. Regardless of when you joined, this is the one time we sit down to get a treasurer's report, nominate officers, and discuss future sails, so please make every effort to attend.

The Official 2020 Potter Yachter Calendar will be available at the meeting, so bring your checkbook or cash; they're \$10 at the meeting, or \$15 pre-paid for mailing. A limited quantity will be printed, so you are advised to reserve your copy early. Members can reserve calendars to be picked up at the annual meeting by emailing a request to Kevin Crowder (treasurer@potter-yachters.org). If you would like to have one mailed via USPS, you can [send \\$15 to Kevin using PayPal](#) (and put "for calendar" – along with **your address!** – in the "comment" section) or send a check for \$15 to Kevin Crowder (PO Box 124, Standard, CA 95373).

On the subject of payments, membership dues are based on the calendar year and it's been \$25 per family for many years, but we still vote on the amount at the annual meeting. It will most likely be possible to pay the treasurer directly following the meeting. You will also be able to pay via PayPal at any time after we've voted. Assuming it stays at \$25, just use the link <https://www.paypal.me/sailAurora/25> and include "Potter Yachters Dues" in the notes.

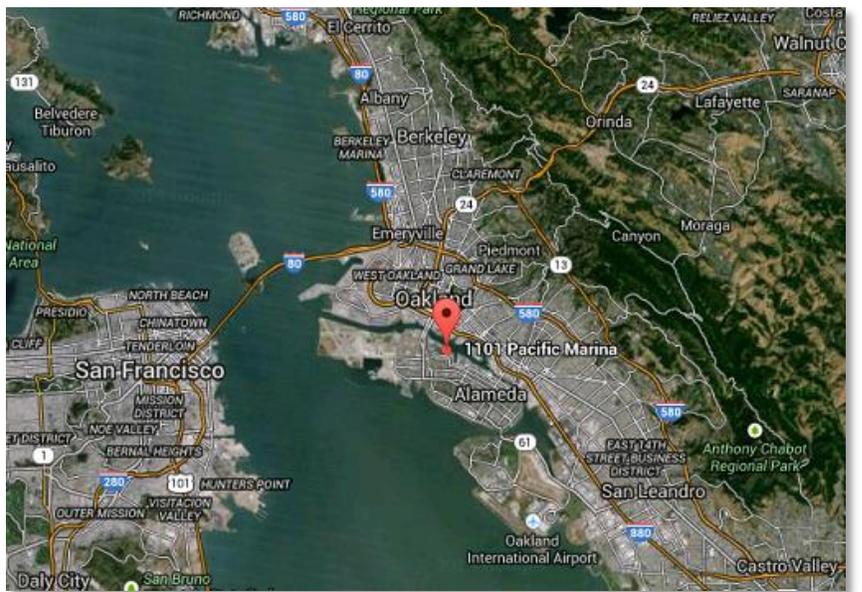
As is our custom, there will be a voluntary exchange of nautical gifts after the meeting for those wishing to participate. It's very low-key; people usually place a wrapped gift on the table in the Regatta Room just before the meeting starts, and then at the end of the meeting you just take a gift if you brought one.

New or prospective members are encouraged to come. See you there! — 🚩

From the North (Berkeley, Bay Bridge)
take 880 S and exit Jackson Street
turn left off the ramp and go under the freeway
turn left on 8th Street
turn left on Webster Street
follow directions from the Posey Tube (below)

From the South (San Jose, Castro Valley)
take 880 N to Oakland and exit Broadway
turn right onto Broadway
turn right on 7th Street
turn right on Webster Street
take the tunnel into Alameda (aka Posey Tube)

From the Posey Tube
keep left and go over the overpass
turn left at Atlantic Ave.
turn left at Triumph Street
the club is located at the end of the street.
parking is in front of the club house



Ring Overboard — *A Saga of Luck* by Alan Roberts

On June 20th, 2019, Captain J. Hunt and I made our pilgrimage to Union Valley Reservoir. As in the past, we had a great time sailing and taking in the scenery and wildlife surrounding the high mountain lake.

In the late afternoon on Saturday, June 22nd we rafted up with Captain K. Crowder for our potluck dinner in about 6 foot depth of water. We had a great and wonderful dinner on the sailboat including BBQ ribs. While sitting at the stern of the cockpit at Captain Hunt's dining table, and with the sailboats anchored, I decided to do a little cleanup with a paper towel, wiping the BBQ sauce from my slippery hands. Finding the oil embedded around my wedding ring, I decided to slip it off so that I could be free of the grime. Much to my surprise, once the ring passed my oil-soaked knuckle, it popped off with speed, and then as gravity took control, tumbled down to the deck floor and with a single flipping bounce it went clean over the back tailboard of the boat. I had worn this wedding ring for 42+ years and now it slipped right off! I jumped up and watched its apparent slow twirling descent down to a point where it disappeared in the tall green grass.



Realizing the bottom of the lake was a large field of grass, I grabbed Captain Crowder's serving tongs, and threw them overboard to mark the spot. This was done with protests from Captain Crowder who thought his tongs were sunk for good. Unfortunately, once they hit the water they appeared to glide as they sank, making way to the right and not directly down to mark the true spot. Just then, Monty and Matt, who happened to have a dive mask and snorkel, sailed over to join our raft-up. I spent a good half-hour diving without success, then Monty and Matt made numerous dives. We spent the next few hours in rotation taking additional turns in the icy water that night and then again the next morning with no luck. I did retrieve Captain Crowder's tongs on Sunday morning and replaced them with a pair that Captain Hunt allowed me to submerge to mark the spot for my planned future return and search.

Captain Crowder offered me his first marriage wedding ring, and suggested that I not tell my wife. As I felt mine was lost, I gave it a split second thought and then texted my wife. Here is the texting stream that occurred:

To wife: "I lost my wedding ring right here in the lake.
I have been swimming in the ice cold water in attempt to find it.
Will be trying to find it again tomorrow when it gets light."

From wife: "Were u wearing it? I'd have to work really hard just to get my ring off my finger. That's why I ask if u were wearing it or did u have it in your pocket or someplace?"

Thought to myself, 'Oh, sh*t! My wife will soon think I have pawned my ring to fix my sailing habit.'

To wife: "I was cleaning up from eating ribs after dinner with bbq sauce and oil and when I tried to clean under the band, it slipped off, hit the deck, and went flying right over the back and went 'plink' into the lake."

From wife: "Sorry that happened. If you don't find it, don't worry. It was an accident. I still want you to have a good time."

To wife: "I will need to come back with a metal detector when the lake is lower. Till then. 😊"

We both were pretty sad. My wife accepted my usual crazy optimism, as I told her that when the water level dropped in the lake I would go back to the spot marked with tongs with a metal detector and then find the ring. After more than a month, my wife started looking for ring upgrades for both of our wedding bands on eBay.

I monitored the lake level and in mid-August the lake was reported to be at a level that would sufficiently expose the area that was 6 feet under in June.

I borrowed my son's metal detector, tested it and determined it needed a new battery. Purchased a battery and planned to leave after work on Friday, August 18. My plan was to drive up to the closest location – that being a paved roadway that I could see on google earth – park, and make a short walk to the cove location to retrieve the ring where it was lost.

At work that day, a vehicle took out a power pole and our office was without power. This allowed me to be off work at 1:00 – much earlier than I originally planned. I made it to Union Valley Reservoir around 3:30 PM and found the road I was planning to drive up to the cove on was only a paved bike trail closed to motor vehicles. This caused me additional delay as I needed to hike into the cove location with the detector and a shovel.



The lake level had receded enough to expose the area that had been 6-feet under in June.



The road I saw on Google Earth turned out to be a bike path that was closed to cars.

Over an hour later, and with more than a three mile hike through thick brush and tree vegetation, I arrived at the cove. The cove was no longer completely submerged but wet and nearly fully covered with green reed grass and tree stumps. Previous observations from the sailboat above and during my underwater diving revealed a completely different terrain. While attempting to tune the metal detector, a friendly call came from a sailor that had sailed into the inlet. It was Matt. He and his group of sailors were up for the weekend. I quickly made it to the location that I had “land-marked” two months earlier by digital photos. There were plenty of stumps and fields of the green reed grass. I looked and found the tongs at the second stump that I thought had prospect. This was probably the only way I could possibly begin the search for my ring as the field of grass made locating the area where my ring was lost so much different than what was observed from the sailboat two months earlier. Matt joined me and watched as I attempted to tune the metal detector. I made several unsuccessful area sweeps. Matt wished me good luck and headed back to his sailboat after asking me to let him know if I was able to find my ring.

Hoping that a large mouth bass didn't snatch the shiny ring over the past two months, I started to sweep the metal detector over the area again where I believed the ring would be, based on the location of the tongs. No luck.

Picturing in my mind what I had seen with the ring twirling to the bottom and then throwing the tongs and watching them glide to the right, I thought about this for a while. What if, when I threw the tongs, they had gone straight down and we, in the sailboat, were drifting to the left giving me the impression that the tongs were gliding to the right. That would mean the ring was to the right of the tongs, and my search area to that point had been to the left of the tongs.

Shadows in the cove were beginning to lengthen and it was nearing time to leave as I searched to the right. About 2 minutes later, the metal detector sounded and I found my wedding ring immediately below the sounding.

I was so excited, I called out to Matt who had made it back on to his sailboat that I had found my lost ring!



Wedding ring found in the grass!

I quickly texted my family members, packed up and started my hike back to my vehicle. —

Report: Winds! Oh, What Winds We Had!

Potter-Yachters Get Blown Off Tomales Bay

by Jim Hunt



The plan was to leave for Tomales Bay at 7am on Thursday, Sept. 26, to get some early sailing in and find a couple of anchorages for shifting winds predicted. By the time Alan & I got done with some en-route errands and breakfast, we got to Tomales Bay about 2pm, set up the mast, launched & motored over to the cove on the other side of Hog Island. The wind was forecast out of the South so we tucked into the lee side and anchored for dinner. After the traditional Sundowner, I hoisted a new Luci Light to the truck for an anchor light and retired to watch a movie Al had. We were peacefully sipping Scotch when we got bumped and smacked around by seals! Not once or twice, but a lot!



The next day, the wind was shifting to the prevailing NW and we got a late breakfast and reached down towards Inverness to see a whole fleet of Wylie Wabbits. We found out from the committee boat it was the WW Nationals & they were bunched up tight at every mark. Cruising into the marina at Inverness at low tide, I had been warned it was shallow & I was coming in board-up and grounded the rudder. There was no guest dock, berth or room to turn Blue, so we backed out with the rudder up under power.

Weaving through Wabbits, we sailed back North into a brisk wind and scouted the different coves for potential anchoring, but didn't find any better than the previous so we went back to it. Anchor down, BBQ going, things were good until we got zapped by the seals again! There were bait fish running & halibut after

them so the only thing really different was the Luci Light. We think the light attracted the fish and seals.

Up early Saturday, we were to meet the rest of the crew & Potters so we motored over to Miller ramp and saw Jon Barber & his Monty stuck in the mud. He had a rough night at anchor & the rising wind + forecast was more than he liked so we helped him trailer his boat & he left. Kevin Crowder was coming to crew along with Tom Voltz from last year. Eric was coming at noon with his P-19. The wind was freshening up A LOT and as we headed out under jib alone it was enough sail to almost surf to Inverness at hull speed. No other boats were out when we got down South, a sign it was going to be more than sporting. Going back up we were triple reefed with a third of the jib & having a hard time pointing or making headway. After a couple of tacks it was obvious that it was time to head in as the waves were SF Bay nasty. We went power assist on tacks and still weren't gaining much ground. The Avon dinghy was getting blown around & swamping making it hard to steer so it came in, got deflated & stuffed below. Soon we were motor sailing and that lasted a few tacks & it just wasn't getting it done. We were now loosing time as the wind was escalating more each tack so we ducked into the CG cove to take in sail & motor the rest



of the way. Eric saw us struggling up the Bay as he came in and met us as we tried to make it dockside. The first attempt was for the outside of the dock and, as I steered in bare pole, there were wind and waves on the port quarter with way too much momentum so I had to make another try. Moving off, I called for the lines & fenders to port & as Kevin was swapping the bow line over, the boat went up a wave getting her bow up into the wind. She got blown to port and we broached, sending Kevin reeling, just able to catch the starboard stanchion with his right arm. He was carrying his full weight on that arm & unfortunately separated his shoulder. He barely got back to the cockpit so Tom & Al manned the lines & we came in between the breakwater and the dock, really making a crash landing.

As we were getting the mast down – a routine job made tough – Eric graciously invited us to his house in Davis, and the Potter Party moved inland to BBQ'd oysters, shrimp, pork loin, salad and copious amounts of single-malt Scotch, which had us feeling no pain... except Mr. Crowder of course. Lessons learned, things done right, things done less than right, but we prevailed. When I looked up the archival weather for that Saturday it was 30 gusting to almost 40 & I found the point at which *Blue Moon* should be brought in and trailered. And that was prudently Friday afternoon! — 



Report: Sept. 14 - Clipper Cove Sail from Jon Barber, Monty 17, Ol' 44

Larry and I sailed from Berkeley. We both enjoyed the ride. We sailed thru the gap between the fishing pier and the abandoned section. Put us on a heading across and to the Bay Bridge. Two more short tacks and I was on the beach. I spent a nice afternoon stern tied to the beach, chatting with another Monty owner in his 8' sink came by and shared refreshments. We saw Larry sail by but he never stopped. After, at the launch ramp we both agreed; a very nice sail was had.

Clipper Cove Sail from Dan Phy

I sailed over that way on Saturday...I was the only Potter around (that I could see)...although much later in the afternoon I did see a white/green stripe P19 motoring out the estuary (I did not recognize the person)...we sailed out and around the Bay almost to SF....we had 3 great days of sailing out of OYC....

*** for the 1st. time ever in 20 yrs. OYC now required proof of Insurance and current Registration!***

Upcoming: Sunday, December 8, 2019

Join Us for A TransPac Sailing Adventure Presentation

Imagine sailing 2200 miles across the Pacific Ocean from San Francisco Bay to Kauai in a 20-foot boat alone without the use of your engine. Robert Crawford did just that in his 1961 Cal 20, *Black Feathers*, in the 2008 Singlehanded TransPac Race. He completed his race in 19 days and 21 hours, thus *Black Feathers* became the smallest boat to ever complete this 40-year-old race.

Join us Sunday, December 8, 2019 in the Regatta Room of the Oakland Yacht club as Robert relates his sailing adventure for the Potter Yachters at a special meeting following breakfast (at 9 a.m.) and nomination of officers.

Robert, and his wife, Jeanne, penned a book, *Black Feathers—A Pocket Racer Sails The Singlehanded TransPac*, which is available on Amazon, but if you'd like a signed copy, books will be available for sale after the presentation. The book details the preparation and the sailing of the race from both the sailor and the wife's perspectives, and also includes a how-to manual for sailors who might be considering such a voyage. — 



photo credit: LaDonna Bubak / Latitude 38

News from **the forum** [Meeting up on outings.](#)
Jbarber 28 Sep 2019, 7:29 PM

I missed Jim Hunt at Tomales yesterday, and Dan at the Clipper cove sail. Can we all please remember to turn our radios on to 69, and hail Potter Yachters frequently.

Sailing together helps mitigate some of the hazard of our sport. I could have rafted up with another boat last night. Instead I spent an evening on the hook alone, which was fine, but the company of like-minded people is always appreciated.

[Yachters also frequent Ch.68. The rules require anyone with a VHF radio to monitor Ch.16. For those with DSC capability, we should consider exchanging MMSI numbers; maybe even create a Group MMSI so it doesn't matter what channel folks are tuned to; any radio with the Group number programmed will "ring". -Ed.]

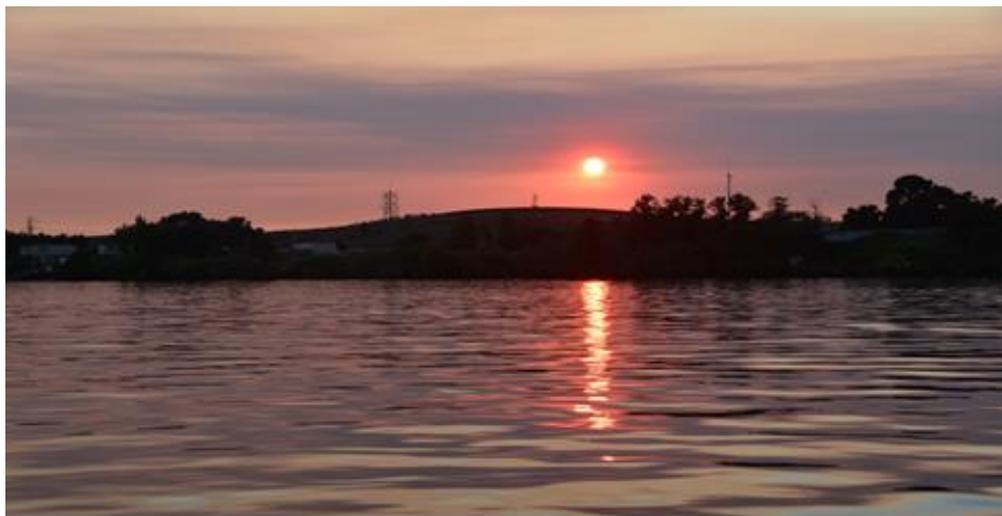
Report: 2019 Delta Bridges Sail

by Bud Kerner

Well, the bridges sail is in the books. We had twelve boats, ten sailboats and two power boats. Jeff Dere trailered his San Juan 21 down from the Seattle area, and David and Sharon Soul came from Nevada. I felt sorry for them because our two day sail became a one day sail. It is a long way to come for a day sail; more on that later. The rest of us were reasonably near Rio Vista. The captains were: Danny Ward in his Monty 15, Rob and Winnie Samson in their Ranger, Don Person in his P15, Ted Tome sailing his ComPac 19, Dick Herman in his ComPac 16, Art Fox and Gerry Nolan in the party boat *Hoot*, Bruce and Janet Dalen in their P15, Bruce McDevitt in his P19, Dave and Brenda in their Monty 15, and my son Rob and I in our P14.

All the boats arrived on Friday. David and Sharon even got here early enough to join us for dinner at *The Point* restaurant in the Delta Marina, with a total of 22 people for dinner.

The fires up north made for an interesting sunset.



Sunset at the Delta Marina

Photo Jeff Dere



Delta Marina

Photo Bud

We awoke to a beautiful Saturday morning. The sun was shining, the temperature was mild, and the wind forgot to show up. This event is primarily a motor sailing tour of the Delta. A wise man once said "better too little wind than too much". We have had both in the past on this sail, and the forecast for Sunday was clearly **too** much wind.

The fleet gathered at the south side of the Rio Vista bridge at 10 am and I then radioed them for an opening. Shortly after ten o'clock we passed under the bridge heading north on the Sacramento river.

Where the Sacramento turned to starboard we continued straight onto Cache Slough. Just before the Deep Water Channel goes straight to South Sacramento we turned onto Miners Slough.



Rio Vista Bridge

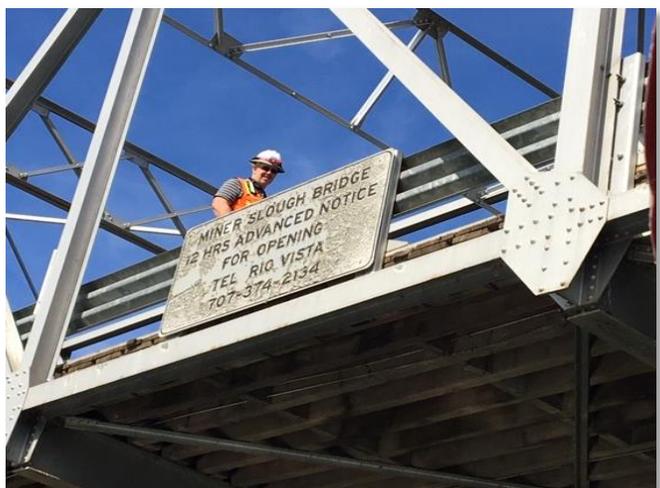
Photo Jeff Dere



"Mud Hen" on Miners Slough

Photo Jeff Dere

There is an unmanned swing bridge on this slough. In the last twenty years there has been only one request to open the bridge. That request was in 2008. Several months ago I asked Cal Trans if they would open the bridge for us. At the time of the request they were very enthusiastic; however, as we got close to the sail date several things happened, Ryer Island has three ways to get to the main land, two ferry's and the Miners Slough Bridge. The day of the sail the two ferries were not in operation, so the only way off or on the island was the bridge. Cal Trans did come thru for us, they had a crew of at least six people and two trucks there to open the bridge. Since the bridge is not manned, they have to bring batteries and diesel fuel with them. There is no VHF available at the bridge, so I made arrangements with the supervisor to use our cell phones to communicate. If there was no coverage, it is a remote area, I would make a long and short blast of my horn, they would respond with a long and short blast. We were able to communicate by phone and at the agreed time of 1:30 PM they opened the bridge. The fleet arrived at 1:20 PM, isn't it great when a plan comes together and works!



Miners Slough Bridge

Photo Art Fox



Passing Miners Slough Bridge

Photo Jeff Dere

We continued on Miners Slough until it intersected Steam Boat Slough where we stayed to starboard to follow the slough back to the Sacramento River.



Continuing down Miners Slough

Photo Jeff Dere



Leaving Steam Boat Slough

Photo Jeff Dere

This is the fleet leaving Steamboat Slough and approaching the Sacramento River for the last several miles back to the Delta Marina in Rio Vista. It was right in this area that we began to fall behind. By the time we were on the Sacramento River again we were the last boat. My little Nissan was wide open, and still not able to keep up. I discovered the problem Monday when I took the boat out of the water. I had a forest coming out of the center board slot.

The only real rough spot in the two days were the dinners at The Point. It was partly my fault because I told them we would have ten to fifteen people, and in reality we had twenty-two Friday night and twenty-seven Saturday night. Each night they only assigned one girl to wait on all of us. She did an admirable job, but at best the food was not that warm when served. The service was slow, but that gave us more time to talk about sailing.



Dinner at The Point

Photo Bud

The weather forecast was correct and Sunday morning we awoke to 30+ wind gusting to who knows what.



Sunday Morning at the Delta Marina

Photo Jeff Dere

Jeff was at the end of the guest dock near the opening to the marina. This is what the river looked like. From my experience, the further down the river you go when you have these conditions the worse it becomes. We had planned to sail down river to go around Decker Island.

10 AM Sunday the sail was canceled.

I don't know about everyone else, but I had a good time. Who knows maybe we will do this next year..

See you on the water,

Bud —

Report: Moss Landing to Monterey and Back

by Bud Kerner

We had eight boats participate in this year's sail. All eight boats came in Friday for the Saturday/Sunday sail. The following is the list of captains that sailed; Dan Phy in his Montgomery 16 cat boat "Six", Dick Herman in his ComPac "Muddy Duck", Phil Marcelis in his P19 "Family Time", Dana Suverkrop in his P15 "Shiksa", Dave Kautz in his O'Day 19 "Trailer Trash", Jon Barber in his Montgomery 17 "Ol' 44", David White in his P19 "Wee Boat", and me in my P19 "Cats Meow".

Moss Landing to Monterey - Oct 2019

Attendees:

- Jon & Laura Barber – *Ol' 44*, Monty 17
- Dick Herman – *Muddy Duck*, ComPac
- Dave Kautz – *Trailer Trash*, O'Day 192
- Phil Marcelis – *Family Time*, Potter 19
- Dan Phy – *Six*, Montgomery 16cat
- Dana Suverkrop – *Shiksa*, Potter 15
- David White – *Wee Boat*, Potter 19



They are finally beginning to dredge the harbor. In celebration of the event, jelly fish came in to watch. There were wall to wall jelly fish in the harbor. Fortunately none of us fell in the water.

We went to Phil's Fish House in Moss Landing for dinner, and then stopped at the Elkhorn Yacht Club for a nightcap.

The sun was up early Saturday and by 10 am there was the beginning of a breeze. The weather was just perfect, sunny, warm and the ocean was relatively flat. All boats made it to Monterey without incident, unlike my last sail to Monterey the beginning of August when my cabin was filling with water.

What seems to have become a



tradition, we had dinner at the London Pub. The Pub is located in the marina and is within walking distance.

Sunday morning some of us walked over to the Paris Bakery for breakfast. By 10 am the sun was out and there was a slight breeze brewing when we all left for Moss Landing. The beginning of each day's sail the wind was light enough for me to use my code zero sail. On the way back to Moss Landing the fleet sighted many whales. I have to take their word for it I saw zero. Like Saturday the ocean was flat, with the exception of the entrance to Moss Landing which was quite rough.



Photo: Dan Phy



Photo: Dan Phy



Dock Party in Monterey

2019 10 12



over 100 yards from *Norwegian Jewel*

2019 10 12

Dan Phy, Dick Herman and I stayed over Sunday night at the yacht club. We took advantage of their hospitality and had cocktails at the club. Sunday is also cook your own burger and beer night, which we did.

See you on the water.

Bud —



Photo: Dan Phy

Photos from the recent **Salish 100** by Dan Phy







Potter Yachter Membership

Join the *Potter Yachters* – the club that has been around since 1978 and, with your participation, will continue to withstand the test of time. We’re really a bunch of nice folks who would just love to have other nice folks join us. Your dues help support club activities and publish the newsletter, so you can join us on sails in person or vicariously through our stories. Annual dues are \$25 per family.

Make checks payable to “Kevin Crowder”, or use PayPal to treasurer@potter-yachters.org, or use the link <https://www.paypal.me/sailAurora/25> and include “Potter Yachters Dues” in the notes.



Or see us online at:
www.potter-yachters.org

Send your payment (with your name and address) to: Kevin Crowder
P.O. Box 124
Standard. CA 95373

Organized in Northern California in 1978, the *Potter Yachters* is the longest running West Wight Potter club. Membership is open to anyone interested in West Wight Potters and other trailerable microcruiser sailboats.



Kevin Crowder
P.O. Box 124
Standard, CA 95373

With a Grain of Salt

The **Potter Yachter** is a forum for exchange of ideas and information among West Wight Potter (and other mini-yacht) sailors. But we Potter Yachters are mostly a bunch of amateurs finding our way by trial and error and luck.

You will probably find some very helpful tips or ideas in the **Potter Yachter** that will enhance your sailing experience, but you may also find some ill-advised suggestions or ideas that just don't work for your particular boat, your sailing environment, your level of sailing experience, or your boat-working skills. So please understand that any sailing tutorials, suggested boat modifications, recommended cruises, etc., are the opinion of the author, based presumably on his or her personal experience and judgment at the time the article or letter was written.

If a Potter Yachter believes s/he has a good idea and submits it to the newsletter for publication, we will usually pass it on to the rest of you in the newsletter, but take it "with a grain of salt" and a large portion of your own good judgment, and perhaps get a second opinion before undertaking a modification or cruise or sailing technique you read about in the **Potter Yachter** (or any other publication).

- The Editor

